

OUR JOBBING DEPARTMENT
HAVING been REPLEN-
ISHED with a large as-
sortment of the latest EUROPEAN
and AMERICAN NOVELTIES,
we are prepared to execute
orders for FANCY WORK with
neatness and despatch, and at
very moderate rates.

"CHINA MAIL" OFFICE.

VOL. XLX. No. 9908.

就六十月一十年四十九百八十一英

HONGKONG, FRIDAY, NOVEMBER 16, 1894.

日九月十午牛甲

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL

LONDON.—F. ALLOA, 11 & 12, Clement's Lane, Lombard Street, E.C., George Street & Co., 30, Cornhill, Gordon & Gotoh, Ludgate Circus, E.O., Baker & Henry & Co., St. Walbrook, E.C., SAMUEL DEACON & Co., 150 & 154, Leadenhall Street, W. M. WILKS, 161, Cannon Street, E.O., ROBERT WATSON, 150, Fleet Street.

PARIS AND EUROPE:—MAYNOIS, PAUW & Co., 18, Rue de la Grange Dilettante; J. STEWART HATFIELD, THE CHINESE EVANGELIST OFFICE, 62, Rue 22e Street.

SAN FRANCISCO, and American Posts generally.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—Gordon & Gotoh, Melbourne and Sydney.

QUEEN.—W. M. SMITH & Co., THE APOTHECARY CO., Columbus.

SINGAPORE, STRAITS, &c.—KELLY & WALSH, LTD., Singapore.

CHINA.—MCCOY, A. DA CRUZ, AMoy, N. MOALE & Co., LIMITED, Foochow, Elkins & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yeloham, LANE, and CRAWFORD & Co., and KELLY & Co.

Intimations.

PERSEVERANCE LODGE OF HONGKONG, No. 1, 1894.

REGULAR MEETING of the above LODGE will be held in the FREE-MASON'S HALL, Zealand Street, THIS EVENING, the 16th Instant, at 8.30 p.m. precisely. VISITING BRETHREN are cordially INVITED.

Hongkong, November 16, 1894. 1811

HONGKONG RIFLE ASSOCIATION.

SATURDAY, 17TH NOVEMBER, 1894.

AT 2.45 P.M.

COMPETITION—Short Range CUP and SPOONS. Range—500 and 600 yards. Shots—Seven. Entrance Fee, 80 Cents.

G. K. MOORE,
Hon. Secretary.
Hongkong, November 16, 1894. 1840

KYUNGCHOW DISTRICT.

LOCAL NOTICE TO MARINERS,

No. 3.

Sunken Rock S.E. of Hainan Head, in Inner Passage, Hainan Straits.

WITH reference to BRITISH ADMIRALTY NOTICE TO MARINERS:

No. 410—China Station

China Seas, Tonkin Gulf.

Hainan Straits.

Sunken Rock S.E. of Hainan Head.

NOTICE is hereby given that the ROCK described in the above Notice HAS BEEN FOUND by Commanders of the Revenue Steamer LIZKIN to have a depth of 18 fathoms at low water spring tides on its shoalest part. Its position can be found on the chart by measuring a distance of one and 8/10 miles in a direction N. 68° E. Mag. from the base of Single Palm.

The approximate geographical position is Lat. N. 20° 8' 39"
Long. E. 110° 42' 36"

For the present and pending further notice, vessels are warned to adhere closely to the directions attached to Notice to Mariners, No. 261 of the 17th December, 1892, notifying the buoyage of the Hainan Straits, as below:

DIRECTIONS.

"With the Buoy in the positions de-

"cribed, the best track for vessels to

"follow when using the South Channel

"is to pass 3 cables eastward of the

"Marie Koek Buoy and then to pass

"the Hainan S.E. Bank Buoy at

"about the same distance, taking care

"to guard agains being set towards

"the shore, and remembering that it is

"safe to borrow towards the Banks on

"the starboard hand, of which the lead,

"which should be kept going, will give

"warning, while on the other side the

"bottom is rocky and uneven, and the

"lead gives no warning. The Hainan

"Reef Buoy may be rounded at a dis-

"tance of 1 cable or more at a dis-

"tance."

C. J. PRICE,
Acting Harbour Master.

Approved.

R. S. UNWIN,
Acting Commissioner of Customs.

Custom House,

Kungkow, 6th November, 1894. 1821

A. S. WATSON & CO., LIMITED.

A N Interim DIVIDEND on Account of

On Fixed Deposits for 12 months 5%

" " " 6 " 4%

" " " 3 " 8%

A. C. MARSHALL,
Manager, Hongkong.

Hongkong, May 17, 1894. 825

THE BANK OF CHINA, JAPAN,
AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL, £2,000,000.

CAPITAL CALLER UP, 261,000,150.

Bankers:

CAPITAL & COUNTIES BANK, LIMITED.

Head Office:

3, PRINCE STREET, LONDON.

Branches:

BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies:

PEKING, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST

Allowed on Current Accounts and Fixed Deposits can be ascertained on application.

Every description of Banking and Exchange business transacted.

CHANTREY INCHBALD,
Manager.

Hongkong, November 6, 1893. 247

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$10,000,000.

RESERVE FUND, \$4,600,000.

RESERVE LIABILITY OR \$10,000,000.

Proprietors.

COUNCIL OF DIRECTORS:

C. J. HOLMADY, Esq.—Chairman.

J. S. MOSES, Esq.—Deputy Chairman.

R. M. Gray, Esq., Hon. A. McConachie,

H. Hopkins, Esq., S. C. Michaelson,

H. H. Joseph, Esq.,

Hon. J. J. Kewell, D. R. Samuels, Esq.,

Julius Kramer, Esq.

Chief Manager:

Hongkong—T. JACKSON, Esq.

Manager:

Shanghai—H. M. BEVIE, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.

On Current Accounts at the rate of 2

per cent. per annum on the daily balance.

On FIXED DEPOSITS:

For 3 months 5 per cent. per annum.

" 6 " 4 "

" 12 " 5 "

T. JACKSON,

Chief Manager.

Hongkong, August 18, 1894. 338

Business Notices.

LANE, CRAWFORD & CO.

NEW STOCK.

HATS and BOOTS.

FANCY TENNIS SHIRTING.

HOSIERY and OUTFITTING.

RUGS and DRESSING GOWNS.

SHIRTS, COLLARS, TIES, BRACES, HANDKERCHIEFS.

LANE, CRAWFORD & CO.

TELEPHONE 97.

Hongkong, October 12, 1894.

Intimations.

In the Matter of TAM KIT, Deceased.

NOTICE is hereby given that from the 29th day of October, 1894, the INTEREST and RESPONSIBILITY of the late TAM KIT in the SUN SHING SHOP No. 77 and 78, Wellington Street, ceased to exist, and that as from that date the Undersigned TAM CHAN SHI became and now is the Sole Person carrying on Business under the said Firm name of SUN SHING;

And further that the Estate of the said TAM KIT is solely LIABLE for all Debts and Liabilities and is solely entitled to all Assets of the said Firm up to the said 29th day of October, 1894.

WONG CHUK YAU (文竹),
AND
TAM YUK SHAN (端玉謹),
Executors.

TAM CHAN SHI (氏陳謹).

1826

CHINA FIRE INSURANCE COMPANY, LIMITED.

Adjustment of Bonus for the Year 1893.

SHAREHOLDERS are hereby requested to send in to this Office a List of their CONTRIBUTIONS of Premium for the year ending 31st December last, in Order that the PROPORTION of PROFIT to be paid to the Company for that year to be PAID as BONUS to Contributors may be arranged. Returns sent in before the 30th Instant will be made up by the Company, and no subsequent Claims or Alterations will be allowed.

By Order of the Directors,

JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1894. 1764

CHAN A-TONG,
COAL, COKE, AND COAL TAR
MERCHANT.

No. 5, ARSENAL STREET, EAST. [1799]

Notices to Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID,

SUEZ, JEDDAH,

SUAKIM, MASSAWAH, HOODEDDA,

ADEN, BOMBAY,

COLOMBO, PENANG & SINGAPORE.

THE Steamship Passengers having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of the Goods of the HONKOKH & KOWLOON WHARF AND GODOWN CO., LTD., where delivery may be obtained.

This Vessel brings on Cargo—

From VENICE, ex s.s. CARILLA, transhipped at TAORMINA. From CALICUTTA, ex s.s. PELTUCE, transhipped at COLOMBO. From TRIESTE, ex s.s. IMPERATOR, transhipped at BOMBAY.

Optional Cargo will go to SHANGHAI unless notice to the contrary be given before Noon To-morrow.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 2nd Instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 2nd Instant will be subject to rent.

Bills of Lading will be countersigned by

SANDER & Co.,
Agents.

Hongkong, November 15, 1894. 1846

STEAMSHIP OXON.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

NOTICE TO CONSIGNEES.

Entertainments.

HARMSTON'S GRAND CIRCUS.



ROYAL MENAGERIE
or
PERFORMING ANIMALS.

OUR SECOND PROGRAMME
ADMITTED TO BE BETTER THAN
THE FIRST ONE.

GILBARTO'S SOMERSAULT ACT.

EVOLUTIONS MID-AIR.

THE AUSTRALIAN HORSE
BEACONSFIELD'S MARVELLOUS
7 FOOT JUMP.

LEO HERNANDEZ'S DEN OF TRAINED
LEOPARDS.

TO-NIGHT! TO-NIGHT!!
MATINEES EVERY WEDNESDAY
AND SATURDAY AFTERNOONS.

Doors open at 2, to commence at 3 sharp.
Children half-price to all parts of the Circus.

PRICES OF ADMISSION.

Boxes of 8 Chairs \$12.00
Single Seats in Boxes 2.00
Dress Circle Chairs 1.00
Stalls, Carpeted Seats 50
Gallery (for Chinese only) 30

SPECIAL RATES FOR THE ARMY and
NAVY. Soldiers and Sailors in uniform
will be admitted to the Stalls. Carpeted
Seats for 30 cents each.

BOX PLAN at KELLY & WALSH'S,
where Seats can be reserved.

ROBERT LOVE,
Manager.

S. RIECH,
General Agent.

Hongkong, November 16, 1894. 1836

To Let.

TO LET.

NOTE 7, SYMPHONY TERRACE,
GODOWNS IN WANCHAI, at the
back of McLEOD'S BARRACKS.
No. 3, MOUNT GOMER, FURNISHED,
with immediate possession till middle of
April, 1895.

Apply to
DAVID SASSOON, SONS & CO.
Hongkong, November 7, 1894. 320

TO LET.

DWELLING HOUSES—
BANGOUR, MOUNT KELLER,
(Furnished).
HIGHCLERE, 1st MAGAZINE GAP.
No. 1, RIFTON TERRACE.
No. 3, OLD BARRACKS.
No. 10, CHARLES LANE.
A HOUSE IN WEST END TERRACE,
Pembury Road.

FLOORS IN BLUE BUILDINGS.
FLOORS IN ELGIN STREET, PEEL
STREET AND STAUNTON STREET.
FLOORS IN No. 6, SHERLEY
STREET.

GODOWNS—
BLUE BUILDINGS.
No. 7A, PRAYA CENTRAL.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, November 9, 1894. 18

TO LET.

NO. 2, PADDER'S STREET, next to the
Post Office.
Apply to
G. C. ANDERSON,
13, Praya Central,
Hongkong, March 16, 1893. 504

Intimations.

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.

VONGLANDER'S CELEBRATED
BINOCULARS AND TELESCOPES.
REYNOLDS' LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS.
NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE.
Christie & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY
to great variety.

DIA MONDS
AND
DIAMOND JEWELLERY,
A Splendid Collection of the Latest London
PATTERNS, at very moderate prices. 745

Dakin, Crickshank &

To-day's Advertisements

GRIPPITH'S
NEW YEAR'S CARDS

GIVING SERIES OF
PHOTOGRAPHIC VIEWS, and GROUP-
INGS Illustrating Chinese Life and
Character are the BEST MEDIUM for
SENDING the SEASON'S GREETINGS
to HOME FRIENDS.

Sold at Messrs. KELLY & WALSH'S,
NORHONA'S,
do. BREWSTER,
do. WATSON'S,
do. CRAICKSHANK'S,
and at the STUDIO, 2, Duddell Street,
Hongkong, November 16, 1894. 1838

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOOCHEW.
The Co.'s Steamship
Huzon, Capt. GODDARD, will be
despatched for the above
Ports on SUNDAY, the 18th instant.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Manager.

Hongkong, November 16, 1894. 1848

NORDDEUTSCHER LLOYD.

NOTICE.
STEAM TO YOKOHAMA, KOBE AND
NAGASAKI.
(Passing through the INLAND SEA).

The Co.'s Steamship
Nürnberg,
Captain H. WALTER, will
leave for the above Ports
on or about THURSDAY, the 22nd Inst.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, November 16, 1894. 1851

NORDDEUTSCHER LLOYD.

NOTICE.
STEAM TO SHANGHAI.
The Co.'s Steamship
Arden,
Captain H. STURM, due
here with the outward
German Mail about the 21st instant, will
leave for the above place about 24 hours
after arrival.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, November 16, 1894. 1852

SHIRE LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship
Glamorganshire,
Captain VINTON, will be
despatched for the above
Port on or about THURSDAY, the 6th
December.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, November 16, 1894. 1849

NORDDEUTSCHER LLOYD.

NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, AD
SUEZ, PORT SAID,

NAPLES, GENOA,

ANTWERP, BREMEN & HAMBURG,

PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS:

Also,

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

Hongkong, November 16, 1894. 1850

TO LET.

TO LET.

No. 7, SYMPHONY TERRACE,
GODOWNS IN WANCHAI, at the
back of McLEOD'S BARRACKS.

No. 3, MOUNT GOMER, FURNISHED,

with immediate possession till middle of
April, 1895.

Apply to
DAVID SASSOON, SONS & CO.

Hongkong, November 7, 1894. 320

TO LET.

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April, 1895.

Apply to
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Hongkong, November 9, 1894. 18

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Hongkong, March 16, 1893. 504

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Hongkong, March 16, 1893. 504

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April, 1895.

Apply to
DAVID SASSOON, SONS & CO.

Referring to the probable connection of the telegraph line arranged by China to take place between Burma and China during the coming winter, the correspondent of the *Manchester Guardian* remarks that it would be interesting to know why the last sentence of Article 16 was inserted in the Convention. This provides that "the line will, however, at first only be used for the transmission of official telegrams, and telegrams message for and from Burma and the provinces of Yunnan." This means that any member of the public desiring to use the line for or from any part of China except Yunnan, or for or from any part of the rest of the world except Burma, will not be allowed to do so, although the line connects the whole of China with India and the rest of the world. This will be a disappointment to the mercantile communities in China, who looked forward to the connection of the Indian and Chinese telegraph systems as giving them an alternative route to the cables of the Eastern Extension and the Great Northern Companies. Possibly the existing Conventions between these companies and the Chinese telegraph administration stand in the way of the new route being employed at present for all messages.

In no matter relating to composition have more errors arisen than in this of punctuation. An amusing story is told in the *Full Mail Magazine* of a reporter who was describing the dress worn by the principal guests. He felt it incumbent upon him to indicate that a certain lady, whom we will call Mrs. Brown, and who generally dressed with remarkable good taste and effect, had not upon this occasion attained her usual level of excellence. He therefore frankly chronicled that "Mrs. Brown wore nothing in the nature of a dress that was remarkable." But judge of his and Mrs. Brown's horror upon reading next morning in one of the leading papers of the State: "Mrs. Brown were nothing in the nature of a dress. That was remarkable." Lord Salisbury must have been equally surprised if he ever read the paragraph in a North of England paper which described the Queen's Jubilee Celebration at Westminster. "After him," proceeded the report, "walked Lord Salisbury on his head, a white hat on his forehead, a dark cloud in his hand, the inevitable walking-stick in his open palm, a meditative look." It seems to us that the composer who was responsible for the above was a prey to a bad attack of "commasitis."

The *Singapore Free Press*, commenting on the incident in Aden Harbour between H.M.S. *Bonaventure* and the P. & O. steamer *Penshurst*, remarks:—This proceeding calls to mind two incidents of former days in this part of the world. The first occurred in Japan. A war seemed imminent—indeed there was war shortly afterwards—and the English Admiral wanted his letters quickly from the P. & O. Mail. He signalled her to stop. When she took no notice of the signal he fired a blank charge across her bows. No notice of this was taken, whereupon he fired a shot into her rigging which speedily brought her to, and she then communicated with the flagship. The second occasion was just before the Abyssinian war, and occurred in this Port. The P. & O. mail was coming in from China in the year 1867, and Capt. Ede, the Senior Naval Officer, commanding the *Sabellis*, was anxious to get his letters quickly. He sent out a cutter in charge of Lieut. Osborne with instructions to cross the bows of the mail steamer and request her to stop. He then signalled that he wished to communicate with her, and on no notice being taken of the signal he fired a blank charge across her bows. She continued on her course to New Harbour, whereupon he fired a second blank charge, likewise without effect and the vessel went on. The matter was referred to the Admiralty, and the commandant of the P. & O. vessel was censured for his refusal to stop when summoned. Admiral Sir Harry Keppel, who was then commanding the station and was at Hongkong, added, that when the Senior Naval Officer had fired two blank charges, the mistake he made was in not putting a shot into her hull with the third. And that was the end of the matter.

An Indian contemporary publishes the following with regard to the new connection of the Messageries Maritimes between Bombay and Japan:—According to an announcement made at Marseilles, the directors of the Compagnie des Messageries Maritimes have submitted to the Minister of Commerce a scheme for the arrangement of their lines of steamers running to the Far East. The essential point in the proposed changes is a kind of fusion of the China and Australia lines. The boats engaged in the last-mentioned line have, as is pretty well known, an average speed of something over 15 knots, while those in the China service go only at 13 knots. The greater speed on the Australian line was rendered necessary by British competition; but the Peninsular and Oriental Company's packets touch at Colombo, while the French steamers call at Madras. It is intended to arrange so as to make the Messageries Maritimes' Company's service analogous to that of the P. & O. It is proposed, therefore, that every 28 days (weeks) there shall be departure from Marseilles for China and Australia by the packet-boats already employed on the Australian line, with Colombo as a port of call. The passengers and mails destined for Indo-China would be transhipped at Colombo into one of the steamers now engaged in the China services, two-thirds of which the voyage to China and Japan would be completed, the other boat proceeding on her way to Australia and New Caledonia. Midway between the departures of this mixed rapid service will be interpolated (once every four weeks, therefore) a departure for China without transhipment, with Bombay as port of call, the present supplementary service between Aden and Bombay being at the same time suppressed. Further, the consequence of the disappearance of Madras as port of call would be the creation of a second monthly departure for the East Coast of Africa, for which the intended expansion of French trade in Madagascar is taken to be a justification. The boats proceeding beyond the Suez Canal again would no longer touch at Alexandria, so that this delay would be saved, but a new short line to Egypt would be established instead. The partial employment, for the China service, of the Australian boats would, it is calculated, greatly shorten the communication between France and Indo-China, but in order to still further shorten the time of transit it will be necessary to have the present double-expansion engines transformed into triple-expansion, which will give them an extra two knots of speed or nearly so. This being done, the Messageries Company reason that the voyage to Tonkin, which now takes 24 days, will be made about ten days shorter, especially by the mixed line as contemplated. The Directors of the Company are represented as being confident that their proposals will shortly receive Government sanction.

Read further.—*Contd.*

EXCHANGE COMPENSATION.

The following is a copy of the circular sent to the Heads of Departments on the subject of exchange compensation:

Colonial Secretary's Office,
12th November, 1894.

Sir,—Referring to U.S.O. Cr. No. 3 of 6th March last, I am directed to inform you that a telegram has been received from the Secretary of State to the effect that His Lordship is unable at present to sanction any other proposal than that referred to in C.S.O. Cir. No. 8 of 3rd November, 1893, the enclosure to which is attached. I am, therefore, to request you to return the enclosed form to me not later than Saturday next, the 17th inst., with your signature and that of each officer concerned in your Department entered in col. 1 or in col. 2 thereof according as the signature elects to accept or to refuse the offer.

I am to add for your information that the words "not domiciled in the Colony" in the Secretary of State's Despatch of 25th September last are to be construed as meaning officers domiciled in the United Kingdom or in any other country which has a gold currency.—I have, &c.

(Sd.) J. H. STEWART LOCKHART.

The Despatch, we presume, is the same that already published at the Straits from which it appears that every Officer, whose domicile is in a gold-leading country, while on service in the Colony, or on vacation leave in a country having a silver standard, will be allowed to draw, as exchange compensation allowance, the difference between half of his salary if remitted to England at the market rate and the same sum if remitted at 3s. to the dollar. There is considerable difference of opinion amongst the Civil Servants over the subject, and at a meeting held yesterday to discuss the situation the majority were against the proposed change. The older officers of the Police Force have voted dead against the proposal, but it is anticipated that the constables who have been only a few years in the Colony will accept the new rate.

Meanwhile, although the new proposal is being circulated to the Services, the people of the Colony, who have to find the money to pay the exchange compensation, are kept in absolute ignorance by the Government.

CRICKET.

The following team will play to-morrow for the respective sides in the match—the Cricket Club v. The Football Club:—

Cricket Club—J. A. Lowen, Capt. Welman, G. Hooper, Sur.-Capt. Westcott, G. H. Walling, Sub.-Maj. Beads, F. W. Darby, P. G. Anderson, H. Ogilvie, S. Powell, G. A. Woodcock.

Football Club—F. Maitland, A. S. Anton, G. G. Brady, E. S. Ezekiel, J. S. Munro, J. F. East, F. B. Deacon, J. M. G. Munro, S. L. Darby, W. C. M. Woodcock (H.K.R.), A. N. Other.

During the afternoon the band of the Hongkong Regiment will play selections of music, by the courtesy of Major Faithful and the Officers of the Regiment.

THE RECORD WITH THE RIFLE.

MAINTENANCE TEAM PERFORMANCE WITH THE LEE-METZTOED.

The following is taken from the *Hampshire Telegraph* of 22nd September:—

An Indian contemporary publishes the following with regard to the new connection of the Messageries Maritimes between Bombay and Japan:—According to an announcement made at Marseilles, the directors of the Compagnie des Messageries Maritimes have submitted to the Minister of Commerce a scheme for the arrangement of their lines of steamers running to the Far East. The essential point in the proposed changes is a kind of fusion of the China and Australia lines. The boats engaged in the last-mentioned line have, as is pretty well known, an average speed of something over 15 knots, while those in the China service go only at 13 knots. The greater speed on the Australian line was rendered necessary by British competition; but the Peninsular and Oriental Company's packets touch at Colombo, while the French steamers call at Madras. It is intended to arrange so as to make the Messageries Maritimes' Company's service analogous to that of the P. & O. It is proposed, therefore, that every 28 days (weeks) there shall be departure from Marseilles for China and Australia by the packet-boats already employed on the Australian line, with Colombo as a port of call. The passengers and mails destined for Indo-China would be transhipped at Colombo into one of the steamers now engaged in the China services, two-thirds of which the voyage to China and Japan would be completed, the other boat proceeding on her way to Australia and New Caledonia. Midway between the departures of this mixed rapid service will be interpolated (once every four weeks, therefore) a departure for China without transhipment, with Bombay as port of call, the present supplementary service between Aden and Bombay being at the same time suppressed. Further, the consequence of the disappearance of Madras as port of call would be the creation of a second monthly departure for the East Coast of Africa, for which the intended expansion of French trade in Madagascar is taken to be a justification. The boats proceeding beyond the Suez Canal again would no longer touch at Alexandria, so that this delay would be saved, but a new short line to Egypt would be established instead. The partial employment, for the China service, of the Australian boats would, it is calculated,

greatly shorten the communication between France and Indo-China, but in order to still further shorten the time of transit it will be necessary to have the present double-expansion engines transformed into triple-expansion, which will give them an extra two knots of speed or nearly so. This being done, the Messageries Company reason that the voyage to Tonkin, which now takes 24 days, will be made about ten days shorter, especially by the mixed line as contemplated. The Directors of the Company are represented as being confident that their proposals will shortly receive Government sanction.

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TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL"]

(Via Southern Line.)

LONDON, Nov. 15, 1894.

MR. VON HANNEKEN PLACED IN COMMAND OF THE CHINESE NAVY.

It is reported from Tientsin that Mr. von Hanneken has been given the command of the whole of the Chinese naval forces.

FRANCE AND MADAGASCAR.

A committee favourable to the Malagasy credits has been elected.

M. Dupuy has stated that the expedition

is undertaken to duly uphold French rights

and that of each officer concerned in your

Department entered in col. 1 or in col. 2

thereof according as the signatory elects to

accept or to refuse the offer.

I am to add for your information that

the words "not domiciled in the Colony"

in the Secretary of State's Despatch of 25th

September last are to be construed as

meaning officers domiciled in the United

Kingdom or in any other country which

has a gold currency.—I have, &c.

(Sd.) J. H. STEWART LOCKHART.

Mails.

Mails.

Intimations.

For Sale.

Merchant Vessels in Hongkong Harbour.

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Gaelic (via Nagasaki) WEDNESDAY, Nov. 21, at daylight.
Belgic (via Nagasaki) WEDNESDAY, Dec. 19, at daylight.
Oceanic (via Nagasaki, Kobe, Inland Sea and Yokohama) WEDNESDAY, Jan. 9, 1895, at daylight.

THE Steamship ROHILLA, Captain G. C. HENNING, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 22nd November, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the GANGES, which Vessel takes on her Cargo for LONDON, via SUZEE CANAL, leaving that port on the 16th DECEMBER, 1894.)

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be shipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. H. JOSEPH,
Superintendent.

& O. B. N. Co.'s Office,

Hongkong, November 8, 1894. 1802

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, ADEN, SUZEE,

PORT SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLE, LONDON,

HAVRE AND BORDEAUX:

ALSO

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 28th November, 1894, at Noon, the Company's S.S. SYDNEY, Commandant DEBAGLIO, with MAILED, PASSENGERS, SPECTRUM, and CARGO, will leave this Port to the above places.

Cargo and Goods will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 27th November, 1894. (Parcels are not to be sent on board; they must be left at the Agent's Office).

Details of value of Parcels are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX,
Agent.

Hongkong, November 15, 1894. 1804

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Tacoma..... Tuesday, December 11.

Niagara..... Tuesday, Jan. 1/95.

Victoria..... Tuesday, Jan. 22/95.

Tacoma..... Tuesday, Feb. 26/95.

Sea..... Tuesday, March 19/95.

Victoria..... Tuesday, April 9/95.

The U. S. Mail Steamship CITY OF PEKING will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 28th November, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, via the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DEVEREUX and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND TRAINS in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE; and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama, and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, Demerara, and to ports in Mexico, Central and South America, by the Company's air connecting Steamers.

Freight will be received on board until 4 p.m., the day previous to sailing. Parcels will be received at the Office until 5 p.m., same day; all Parcels, Packages should be numbered and addressed in full, value of same to be paid.

Consignee Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM,
Acting Agent.

Hongkong, November 7, 1894. 1793

SANTAL-MIDY.

The pure essence of Santal obtained by Midy's process from the best Myros wood.

SANTAL-MIDY entirely different from the Santal oil of the Indian Bazaar, is superior to Copaline, Cubeb, or Injections, and free from all bad smell or other inconveniences.

SANTAL-MIDY cures all diseases of the urinary organs in either sex in 48 hours.

SANTAL-MIDY is contained in small round bottles, each of which weighs about 12 oz.

In which bottles, weight of 12 oz., which none are genuine.

SANTAL-MIDY is aware of the various impurities, resin, oil, &c., and are worse than useless.

SANTAL-MIDY is sold by all druggists and medicine dealers throughout the world.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

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Hongkong, November 7, 1894. 1793

For Sale.

W. B. VIVIEND, &

General Merchant.

For Sale, 1,000,000 lbs. of

Gold Diamantine.

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Gold Diamantine.

BUDDHISM: ITS HISTORICAL ASPECTS.
BY ERNEST J. EITEL, PH.D., TURIN.
THIRD EDITION.
REVISED, WITH ADDITIONS.

Price. \$1.60.
LANE, CRAWFORD & CO.

STEAM FOR
STRaits, CYPRUS, AUSTRALIA,
INDIA, AEGYPT, MEDITERRANEAN PORTS,
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Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

PRICE. \$1.60.

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